

Honolulu Star-Bulletin

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EDITOR

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Pineapple Day—Tomorrow, August 15—
Pineapple Day.

THE BUSINESSMAN AND HIS CITY

Suggesting five subjects for detailed study by the public health committee of the Chamber of Commerce, Senator A. F. Judd, who by reason of intelligent and energetic work is the leading exponent of better sanitation for Honolulu, urges the following:

"The material now available for the coming board of supervisors does not seem to possess that quality of leadership which the municipality needs. It is reasonable to believe, however, that the new board of supervisors will prove to be receptive of all practical ideas for the betterment of the city. If these ideas can be formulated in a program for municipal effort by the chamber of commerce and have behind them the whole-hearted support of the business community, they can, with an awakened public conscience on the subject, be put into force."

The five subjects he suggests for study are:

1. New roads, some especially to cut up wet agricultural areas in the city.
2. Clean and cheap water.
3. Sewage disposal and storm water disposal.
4. Waste disposal.
5. Municipal ways and means.

Such a study as Senator Judd suggests would be extremely valuable if only for its education of the businessmen of Honolulu to better realization of some of Honolulu's needs. The press of business life inevitably separates the busy man from civic affairs. He may be a member of several public committees but he gives comparatively little time to "field work" of the kind in which Senator Judd specializes—a personal inspection of physical conditions in every nook and corner of the city.

But even such study "in the field" will lose half of its value unless it results in action—definite, driving action to remedy evil conditions. Three years ago Governor Frear named a sanitary commission, of which George R. Carter was chairman. This commission, made up of experts in sanitation, medicine, engineering and allied branches, spent many months in preparing one of the most comprehensive and constructive reports ever made on conditions in Honolulu. The report was presented to the governor and so far as has been heard since, that was the end of it. A great opportunity for educating the people of the city was lost. Some plan should have been evolved, as this paper said at the time, to place before the citizens in a forceful and systematic way the results of the commission's admirable work.

Senator Judd is right in urging study for the Chamber of Commerce. If the Chamber follows this with a campaign for putting the results of that study before the residents of the city, Honolulu will move much faster toward sanitary improvements and a realization that a progressive American city should be not only sanitary but beautiful.

FORCING THE ISSUE

Austria's demands on Serbia, published in these columns yesterday, were followed by a conciliatory reply from Belgrade which causes the reader to wonder why the Serb note was not accepted and the entire war averted. The Serbian reply said:

First—Serbia agrees to the publication in its official journal, on the front page, of the formal declaration submitted by the Austrian Government, condemning the subversive propaganda and deploring its fatal consequences, regretting the participation of Serbian officers in this propaganda, repudiating any further interference with Austro-Hungarian interests and warning all Serbians that rigorous proceedings will be taken in the future against any persons guilty of such machinations.

Second—Serbia agrees to communicate this declaration to the army in the form of an order of the day.

Third—It promises to dissolve those societies which may be considered capable of conducting intrigues against Austria.

Fourth—Revision of the laws governing the press.

Fifth—Dismissal from the army and navy of officers and the removal also of civilian officials whose participation in an anti-Austrian propaganda may be proved. The Serbian Government, however, protests against Austrian officials taking any part in the inquiry.

Sixth—The Serbian Government asks for an explanation as to just what part the Austrian officials are to be called upon to take in the inquiry into the Sarajevo plot, and it is announced that Serbia can only admit such participation as would be in accordance with international law and good neighborly relations.

Seventh—To sum up, Serbia accepts all the conditions and all the demands of Austria, and makes reservations only regarding the participation of Austrian officials in the inquiry. It does not give its formal refusal to this point, but confines itself to asking explanations.

Finally, if the Austrian Government finds this reply inadequate, Serbia appeals to The Hague Tribunal and to the Powers which signed the declaration of 1909 relative to Bosnia and Herzegovina.

The note expresses the hope that the response will dispel all misunderstandings that threaten neighborly relations, and says that Serbia has given proofs of her pacific and moderate policy throughout the Balkan crisis.

It certainly appears that in refusing to be satisfied with this answer Austria manifested a distinct desire to force the issue upon her weaker neighbor.

SCANT HOPE FOR MEDIATION

While every patriotic American must applaud the hope of President Wilson to end the European war by mediation, prospects for such a fortunate and speedy outcome of the imbroglio are slim indeed. The warring nations now have huge forces in the field and are already embittered by the first few days of armed conflict. Until one side or the other has won a decisive victory, none is liable to draw back. None can draw back.

President Wilson took action in offering mediation under The Hague convention, to which all the European nations except Serbia are signatories. He sent the following message to Emperor William of Germany, Emperor Nicholas of Russia, Emperor Francis Joseph of Austria-Hungary, President Poincaré of France and King George of England:

"As official head of one of the powers signatory to The Hague convention, I feel it to be my privilege and my duty under Article 3 of that convention to say to you in a spirit of most earnest friendship that I should welcome an opportunity to act in the interest of European peace, either now or any other time that might be thought more suitable, as an occasion to serve you and all concerned in a way that would afford me lasting cause for gratitude and happiness."

"WOODROW WILSON."

Italy, in an attempt to preserve neutrality, will join with the United States, according to this morning's dispatches, in an effort for mediation. The hopes and prayers of millions of people are with the powers moving for peace, but the war spirit is loosed in Europe and the nations that have educated their people on militarism cannot now silence the cannon or stay the sword.

WHY THE DELAY?

Jeff McCarn is quoted in the San Francisco Chronicle as saying:

"I am going back to Honolulu to insist on the trial of the charges of the indictments."

Why did he not insist on trial weeks ago? Why did his galaxy of counsel set up every technicality that ingenuity could suggest in a vain effort to quash the indictments? Why—if the district attorney really desires the charges to be thrashed out on their merits—did his lawyers resort to every means in their power to delay the speedy hearing of the cases?

Attorney-general McReynolds has been directed to find out why foodstuffs are advancing. One of the reasons is because the demand is greater than the visible supply, but the sleuths won't be satisfied unless they find out there's a pernicious food trust.

One of the reasons why Assistant U. S. Attorney Thompson should be believed when he says he is not seeking Mr. McCarn's job is the present status of the job itself.

All the reports from Brussels and Paris agree that the German army in Liege is suffering terribly from hunger, but somehow this doesn't seem to stop the Kaiser's men.

Franklin Roosevelt is a candidate for office in New York. He simply couldn't withstand the inevitable destiny of the name.

Naval engagements these days are not the sort heralded in the society columns.

"War Tax Not Popular," says a headline. What tax is popular?

The Canadian cruiser Rainbow is living up to its elusive name.

It isn't the agrarian problem in Mexico—it's the Villa problem.

Italy also is heard from.

Letters OF THE WEEK

(The Star-Bulletin invites free and frank discussion in this column on legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space for anonymous communications.)

ROADS.

Honolulu, Aug. 1.
Editor Honolulu Star-Bulletin.

Sir: "Maxim" in his attack on the Hawaiian band as a luxury retained at the expense of good roads, reminds me of that knocker in scripture who said that the precious ointment "might have been sold for three hundred pence and given to the poor" instead of being used to anoint the Master. His notion of economy is akin to that of the mathematical crank that estimates the degree to which poverty might be eliminated by discarding the useless buttons on the sleeves and coat-tails of masculine apparel. Most people of Honolulu, I believe, regard the band as one of our best promotion assets.

A great deal of nonsense is talked about roads here, and it has come to the pass that many candidates for civic honors appear to think that all they have to do to be saved is to jabber "roads" in poll parrot fashion. Some of the nonsense of "Maxim" appears in this passage from his letter, referring to a stretch of 200 yards of bad street, namely: "No community in the states would stand for that overnight." Not many years ago I spent some days in an important manufacturing town of New England, which was founded long before the revolution, as proved by monuments to valor in the local Indian troubles before that event which were to be seen there. Its streets on which electric cars were running were one continuous bog of black mud, and, as for sidewalks, one had to cling to the fence pickets along the street or lane forming the shortest way from the railway station to the principal business street, to avoid sliding on the miry path into ankle-depth of mud. Los Angeles is often pointed to as an example of a city of perfect streets. Yet a few days ago I read a statement of that city's program of street improvement for this year, which showed that the mileage of "unmade" thoroughfares in the plan took three figures to express.

Honolulu, city and county, has a road problem that is not to be solved by hasty stampeding or reckless newspaper ventilations. Allowing that some of the adverse criticism of the municipal government with regard to roads may be just, yet substantial progress has been made ever since county government came into effect. The same difficulty has been confronted here as in every part of the United States and Europe, that of finding good substitutes for the old macadam construction rendered obsolete by the automobile. Both our city engineers and supervisors have been trying to keep in touch with the latest efforts at surmounting this difficulty, and one of the failures of which much has been heard was the result of copying a method from California. This was proved a failure here no earlier than it was in the country of origin.

Again, many think they are saying the last word in road policy when they denounce the local government for paying too little attention to maintenance. The idea is correct in reference to maintaining roads built for permanence, but it may not be so wise if reference is to roads built in the old-fashioned way. In fact, some of the most wasteful expenditure of road money that has been made in the past few years has been in resurfacing in the old way long stretches of macadam roads, as any observer can see that they begin to go to pieces from the very day that the roller is taken off them. England, among other European countries, has often been mentioned as an example of proper road maintenance. Yet if some of those who so glibly discourse of foreign systems kept their information up to date, they would be less fluent in advice to the local authorities. Lately England has discarded its old maintenance methods as being too expensive, the policy of that country now being to let the old-fashioned roads wear out to the limit, or until means are available for their replacement with roads guaranteed to last without repairs for a long term of years.

"Extend the cantonier system" is another cry often heard. It would have more force if accompanied by an expert estimate of what an efficient cantonier system would cost for the 100 miles of roads around this island, let alone the hundreds of miles of suburban thoroughfares.

Honolulu has had as good engineering supervision of its roadwork as al-

most any other city that can be named and, as already stated, fair progress has been and is being made. The trouble is that there is not enough revenue for road requirements. Many of those owning automobiles who are wailing about roads would no doubt be among the first to engage in a revolt against any proposition like adding a fractional percentage to taxation for the purpose of obtaining paved streets and durable country roads. How many sections of the city have shown any eagerness to come under the frontage tax system? It is all very fine to talk about cutting down other expenses, but the heaviest burdens on the municipality, where retrenchment might possibly be exercised without injury to the public interests, are imposed by the legislature and cannot be abated one jot or tittle by the supervisors. And what about the large public improvements, including new services of a humane kind, which the platforms of the different parties pledge their candidates to carry out?

The conclusion of the whole matter is that if the city and county of Honolulu is to have good roads all over and at once, the people will have to provide the means as fast as the progress of the work demands. No other city in the world that I have read about, and my researches include hundreds, expects to have its street system completed even according to present requirements in one year or ten years, but takes up year by year as much as the available revenues will allow. Moreover, I can give facts and figures to show that Honolulu has done as much work in permanent improvements out of its scant current revenue as certain commission-governed cities have done by going into debt for it. Honolulu would be absolutely without a debt today were it not for the territory's putting into belt road construction on this island, and making the municipality pay the bill, including overhead charges that would have been entirely saved if the work had been entrusted to the county. The worst of this particular matter is that the municipality has had to do some of the territorial government's work over again.

SQUARE DEAL.

Personal Mention

R. A. DRUMMOND, the Hana supervisor, arrived from Maui yesterday on the Claudine on a business trip.

FREDERICK D. LOWREY, and not Frederick J. Lowrey as reported yesterday, is the new chairman of the liquor license commission.

MRS. C. C. JAMES of the Pauwela homestead, Maui, accompanied by her two daughters, arrived in Honolulu yesterday on the Claudine for a brief visit with friends.

WADE WARREN THAYER, secretary of the territory, will leave for Hilo upon the completion of certain papers regarding the proposed widening of Front street, which will require his signature.

PROF. HIRAM BINGHAM, the noted explorer who is spending the summer here, and who has been ill during the past two weeks, is reported as rapidly improving. He is able to be about once more.

HARRY H. HOLT, acting United States marshal, in company with a federal prisoner who is wanted by the Washington, D. C., authorities, will sail for San Francisco this evening in the Sonoma. The marshal expects to return to Honolulu within six weeks.

J. J. RICHARDS is back in the service again. After acting as steward of a fashionable San Francisco club for several months, Richards decided to return to life aboard a ship, and this morning when the Pacific Mail liner Mongolia arrived he was acting as chief steward.

M. J. MOORE, inspector of the United States immigration service at San Francisco and Honolulu for the last four years, resigned his position this week and left on Wednesday for the mainland. He goes to Seattle to undertake a course of law study at the University of Washington.

Albert Barnes Clark, Jr., and the Guardian Trust Company have been appointed executors of the estate of Albert Barnes Clark under \$4000 bond. The bond was filed in circuit court yesterday.

FOR SALE

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LITTLE INTERVIEWS

—HARBORMASTER FOSTER: This has been some busy day in the shipping business. Guess this shows the need of Kalihi channel being put in shape.

—MARSHAL HARRY HOLT: A discharged federal prisoner has asked me for a new suit of clothes and five dollars. This is the first time I have heard such a demand made in nine years.

—H. P. WOOD: A small portion of the writing room is the only space available in the Hawaiian building at the fair for concessions. The sale of curios and other articles in the building is going to be purely an advertising project.

—SUPERVISOR PACHECO: One reason we have no more prisoners working on the grounds at Kapiolani park these days is that during vacation time in the public schools the prisoners are kept busy extending the school lawns.

—MAYOR FERN: The proper way to take care of Kalakaua avenue is to cover half the road with a 6-inch top dressing along the highway's entire length; then when the other half needs it and we have the money, it should be handled the same way.

—PAUL JARRETT: The Regatta Day events this year between the Heanani and Myrtle crews promise to be

as close and exciting as ever. I understand the Myrtles have a wealth of new rowing material, while our own boys, the Healanis, have brought out a lot of excellent timber for the freshman crew and the veterans are fighting for places in the junior and senior crews.

HAWAIIAN BABY BONDS MAY BE DISPOSED OF IN THESE ISLANDS

Governor Pinkham received word yesterday from Territorial Treasurer D. L. Conkling, who is now in the east arranging for the flotation of the Hawaii territorial bond issue, that the New York state savings banks have agreed to accept the bonds as legitimate investment. Conkling also states that the date of sale has been postponed 15 days, setting it at October 1. The sale date originally was set for September 15.

Conkling has been advised by the governor to reserve at least one-half of the "baby bonds" for sale in the islands. This is in the nature of an experiment, as the "baby bond" idea has never been tried here before and it is not certain just how eager island investors will be to buy the "four per cents." The real baby bond issue comprises \$150,000 worth of \$100 bonds. At least \$75,000 worth of these will be placed on sale at Honolulu following Conkling's return, which should be early in October. One hundred thousand dollars' worth of \$500 bonds also were made, but because of their larger denomination they may not find as ready sale as the smaller ones.

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